

Grants Pass
Urban Area

Master Transportation Plan



Adopted
December 1997

Revised by Ordinance 5022
September 25, 2000



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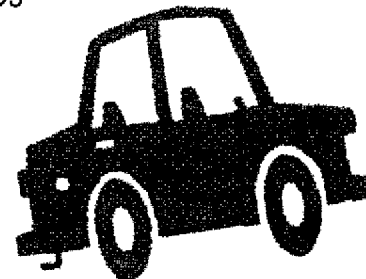
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Grants Pass Urban Area **Master Transportation Plan**

Mission Statement

The Grants Pass Area Master Transportation Plan has been developed to meet the current and future transportation needs of the Grants Pass Urban Area in ways that:

- Enable the safe, convenient, and efficient movement of people and goods
- Preserve the quality of life, area amenities, local neighborhoods and the natural environment
- Provide for a complete transportation system that allows for choices of travel by walking, bicycle, public transit, and private vehicles
- Ensure the wise use of public and private investments in transportation facilities and services



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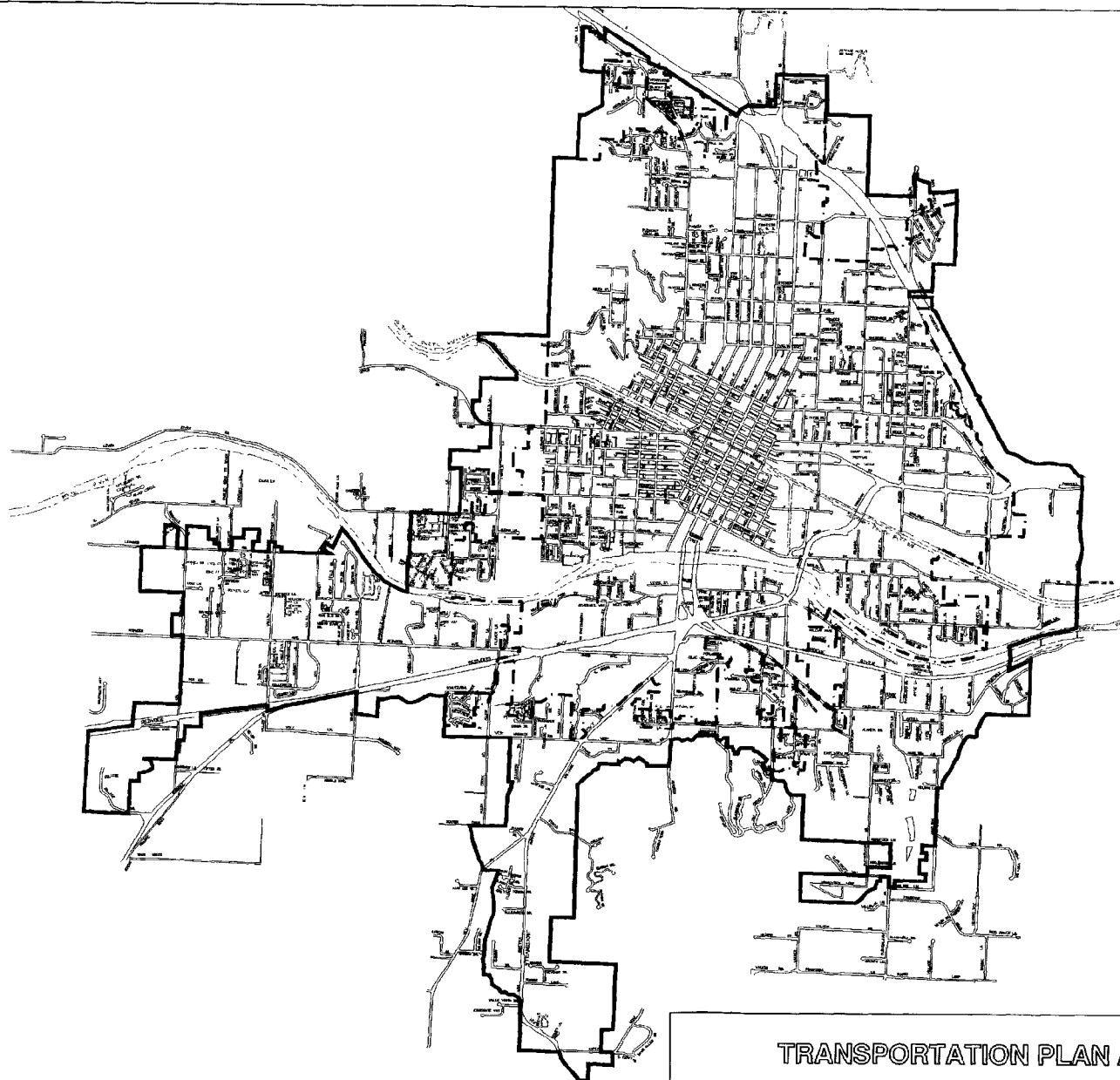
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| Legend | |
|---|-----------------------|
|  | Urban Growth Boundary |
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TRANSPORTATION PLAN AREA

Figure
1-1

Grants Pass
Urban Area
Transportation Plan

1. INTRODUCTION TO THE GRANTS PASS URBAN AREA MASTER TRANSPORTATION PLAN

This chapter provides an introduction to *the Grants Pass Urban Area Master Transportation Plan (MTP)*. It includes a brief description of the planning area, information about why the plan was done, how it was done and who was involved, a summary of the contents and organization of the plan document, and a summary of how the plan complies with the requirements of Oregon's "Transportation Planning Rule."

A View of the Grants Pass Urban Area

Grants Pass, the county seat for Josephine County, is the hub of a large geographic area and the transportation system serving that area. The city (and its immediately surrounding area) contains more than half of the county's population, and is a major service, financial and retail center for people in the County and throughout the Rogue Valley. Grants Pass is located along Interstate 5 at the junction of I-5 and the Redwood Highway, which links I-5 with the Pacific Coast and the heavily traveled US 101 corridor. Figure 1-1 shows the Study Area Boundary, the city limits for Grants Pass and the Grants Pass Urban Area Boundary.

Until the recession of the late 1980's this area experienced rapid population growth. Many of the people who moved to the area in the late 1970's and early 80's were retirees, drawn by the area's livability, recreational opportunities, mild climate and relatively low cost of living. Business and employment opportunities also drew new people into the area during this period.

The Rogue River, which runs through town, offers numerous scenic and recreational opportunities and is known as one of America's finest white water rivers. The Rogue offers excellent fishing opportunities year round, in addition to jet boats, rafting, hiking and backpacking. Grants Pass is near the Siskiyou National Forest, and the lands to the west of town are mostly forested. The combination of resources attracts large numbers of tourists to the area.

The economy in the County is based on timber and wood products, manufacturing, agriculture and tourism. Although historically a timber-based economy, the area has actively worked to diversify the local economy, and has fared better than many other northwest communities that were dependent on timber. Over the last decade, efforts by local business and community leaders to bring a better economic balance and diversity to the area have paid off. Josephine County now has over 20 high tech firms (over half of which have relocated from California), along with new manufacturing, retail, and other businesses.

The local economy is also dependent on the freeway and Redwood Highway tourist traffic that supports restaurant, motel, retail, service and other tourist related businesses centered near the two interchanges with I-5. In the long term, Grants Pass will continue to be the trade and financial center of the County, and the timber and tourist related industries will continue to be important parts of the local economy. Population is likely to continue to grow as new residents are attracted to the area.

The continued growth and diversification of the entire Rogue Valley, along with the state's efforts to promote tourism and other economic growth, will help the area's long term economic health. However, this growth, along with changes in travel needs, will result in increased travel demand. This will place greater demands on the area's transportation system and finances.

Why the Grants Pass Urban Area Master Transportation Plan (MTP) Was Prepared

The MTP will provide a long range "blueprint" for the development of the Grants Pass urban area transportation system to meet the changing transportation needs of the area. The last transportation plan for the community was completed in 1981. Since that time there have been many changes in the area, its economy, local transportation conditions and needs. After the economic downturn of the 1980's, the Grants Pass area has begun growing again. New businesses, residents, and visitors contribute to increased needs for improved transportation facilities and services. Concerns about traffic congestion, travel safety, and the wise investment of resources in the area's transportation system all contributed to the desire to update the transportation plan.

In addition, there have been significant changes in state and federal requirements related to the planning and provision of transportation. Transportation plans, which formerly consisted of road building programs, must now consider transit, transportation systems management, ridesharing and other forms of travel demand management, provisions for travel by non-motorized transportation modes, and the relationship between land development and transportation needs.

The State of Oregon (through the "Transportation Planning Rule") now requires that local areas prepare transportation plans that are directly linked with local land use plans. The federal Intermodal Surface Transportation Efficiency Act (ISTEA) imposes new planning rules and requires multimodal strategies to address transportation problems in the most efficient and cost effective manner. The federal Clean Air Act (CAA) provides yet another incentive to revise transportation strategies to encourage the use of efficient travel modes (e.g., carpooling, transit, bicycling and walking), encourage the reduction in use of the single occupant vehicle, and encourage the reduction of the total vehicle miles traveled (VMT) in the area.

This type of legislation was enacted to try to avoid some of the problems caused by suburban sprawl. Low density land development results in less efficient use of land and the public infrastructure (e.g., water systems, sewers and other utilities, and roads) built to support it. Careful integration of land use and transportation decisions and investments will ensure better use of limited resources and a better return on public investments in community services and facilities.

How the Plan Was Prepared and Who Was Involved

The City of Grants Pass, Josephine County, the Oregon Department of Transportation (ODOT), and the Rogue Valley Council of Governments (RVCOG), worked together to develop this plan. Representatives from each of these agencies formed the Management Team for the Plan. The Management Team worked closely with the community to identify community needs and priorities, and to develop a plan that responds to the community's input. A Transportation Public Advisory Committee was actively involved throughout the development of the plan to provide information and guidance; the Committee included representatives from area neighborhoods, the business community, and special transportation interests such as public transit and bicyclists. Several public meetings were held during the development of the Plan to discuss various aspects of the plan with the larger community; a project newsletter was widely distributed, and project staff met with members of the community to discuss various issues during the plan development.

Work began on this plan in December, 1993, with an initial identification of transportation problems and issues, collection of available data and information about the transportation system, organization of the Management Team and the Transportation Public Advisory Committee (TPAC), and development of the project's work plan and schedule. The work was organized into four major phases, each of which concluded with a major product or report. These phases included:

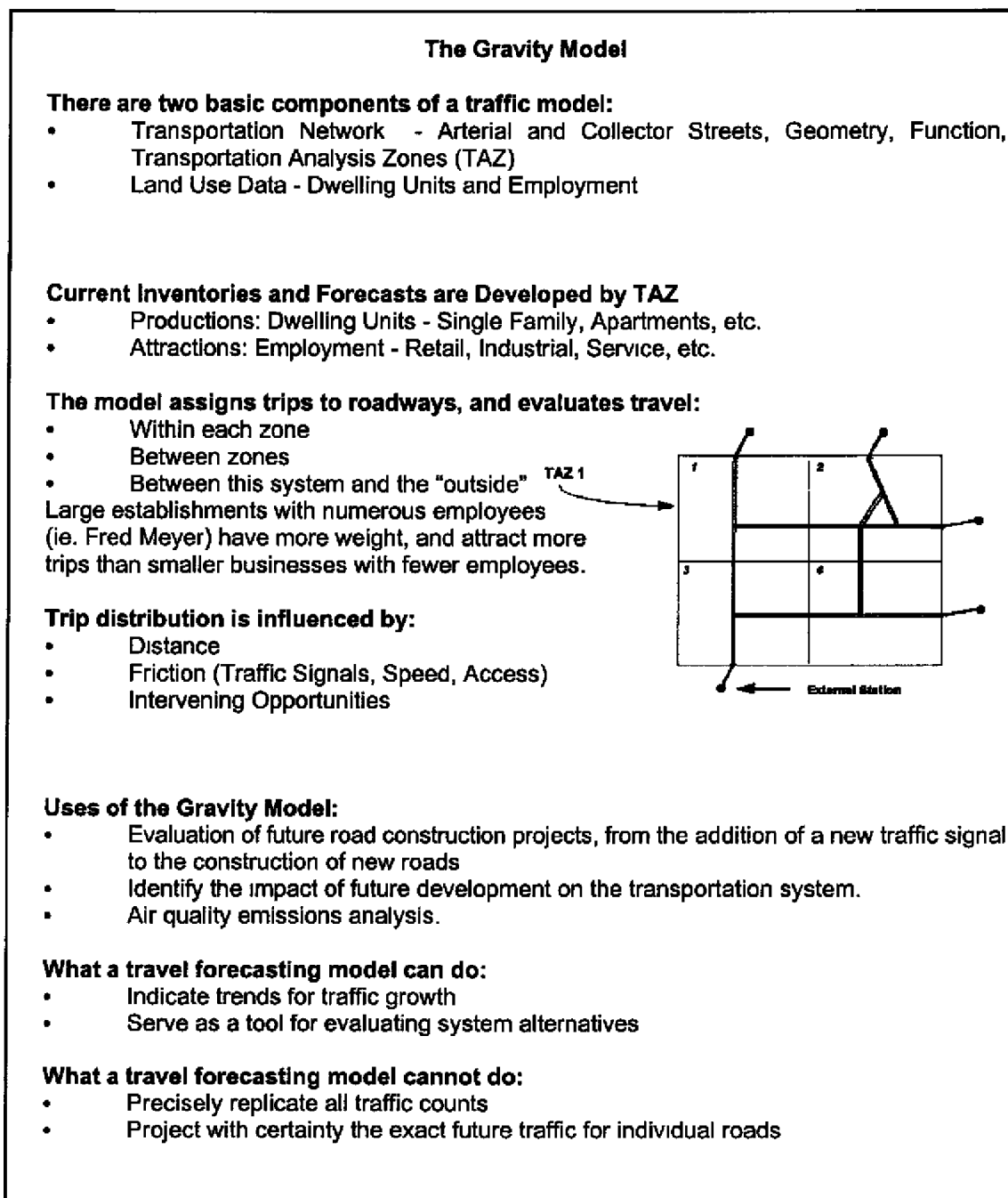
Phase I - Laying the Foundation - The purpose of Phase I was to complete a "strategic assessment" of the current transportation situation in the Grants Pass Urban Area. This phase included: reviewing existing plans and policies of the participating agencies, summarizing existing data and information, documenting federal, state and local planning requirements, designing the community involvement process and other key tasks, and identifying transportation issues in the study area.

Phase II - Building the Plan Framework - Phase II included the development of the planning tools, information and procedures needed to complete the Plan. Specific tasks in this phase included: collecting and analyzing additional data, developing the travel demand forecasting model (Figure 1-2), inventorying and analyzing the operation of the current transportation system, and identifying current and future transportation needs for the area.

Phase III - Testing the Options - Work in Phase III concentrated on the development and evaluation of potential transportation improvements to address the needs identified in Phase II. A range of transportation improvements were considered to address traffic congestion, safety, "missing links" in the transportation system, travel demand management, and transportation system management.

Phase IV - Completing the Plan - In Phase IV the draft and final versions of the MTP were completed, along with necessary documentation and environmental analysis of the proposed improvements.

Figure 1-2: Travel Demand Forecasting Model



Summary of the Master Transportation Plan

The Master Transportation Plan covers the various topics required under state legislation for the transportation plan. The technical data used to prepare this plan are in separate documents. The Transportation Plan is divided into eight chapters which cover the various topics required under state legislation; these are described below.

Chapter 1: Introduction to the Grants Pass Urban Area Master Transportation Plan includes background information about the Grants Pass Urban Area, the development of the transportation plan, and a summary of how the plan complies with the requirements of Oregon's Transportation Planning Rule.

Chapter 2: Transportation Today and Tomorrow in the Grants Pass Urban Area includes a description of the existing transportation system and its utilization, a summary of projected growth in employment and population in the study area, forecasts of future travel demand, and a summary of current and future transportation needs and deficiencies.

Chapter 3: Goals and Policies includes the goals and policies for the Master Transportation Plan. These goals and policies are organized around seven major themes or cornerstones of the plan.

Chapter 4: Roadway Element includes a map identifying the new functional classifications for the roadways in the study area, descriptions of the planned transportation improvements, and street design guidelines for the study area.

Chapter 5: Non-Motorized Element describes the improvements planned to serve bicyclists and pedestrians in the study area.

Chapter 6: Other Transportation Modes describes the public transit services available in the area, along with information about air service, intercity rail and bus utilities.

Chapter 7: Managing Transportation includes information about managing transportation demand to foster more efficient travel modes, and managing the transportation system (through access management strategies and other system management techniques) to ensure the efficient use of transportation facilities and services.

Chapter 8: Financing the Plan includes an assessment of costs to implement the plan, a summary of financial resources, and financing strategies to implement the plan.

How the Master Transportation Plan Will be Used

The MTP will provide guidance for a variety of decisions that public agencies and private developers will make. It includes a specific set of transportation system improvements that need to be implemented to serve current and anticipated transportation needs in the Grants Pass Urban Area. As funds become available, the City, County and State will implement the planned improvements. The MTP also provides a good basis to coordinate the actions of different public agencies to address transportation needs in the most efficient and cost effective way.

In addition, the MTP provides guidance for private developers. As development occurs, transportation system improvements will be made in accordance with the long range transportation system plan, using a common set of design standards. The MTP provides

advance information for developers to help in the design and financial planning for their developments. The City and County can use the MTP to ensure that there is consistency between land use and transportation decisions as the long range transportation system plan and Comprehensive Plan are carried out.

Compliance with Oregon's Transportation Planning Rule

In April 1991, the Oregon Land Conservation and Development Commission (LCDC), with the concurrence of the Oregon Department of Transportation (ODOT), adopted the Transportation Planning Rule (TPR) to implement the Statewide Planning Goal 12. The basic purpose of the TPR is *"to provide and encourage a safe, convenient and economic transportation system"* in Oregon. Underlying objectives of the TPR are to:

- Reduce the reliance of travelers on the private automobile,
- Encourage the use of other modes of travel,
- Get the maximum use out of transportation facilities and services through efficient transportation system management, and
- Reduce and manage the demand for travel through more efficient forms of development that reduce the need for travel and better integrate land use and transportation decisions.

The TPR requires local jurisdictions to prepare and adopt a Transportation Systems Plan by May 8, 1997 (Section 660-12-055 (2)). The Plan must identify transportation facilities and services adequate to meet identified state, regional and local transportation needs for the next 20 years. The TPR includes very specific requirements, along with recommendations for the preparation of these transportation plans. Requirements vary depending on the size of the community, whether the study area is part of a Metropolitan Planning Organization (MPO), and whether there is public transportation. The TPR requirements described below are for an urban area: (1) with population greater than 25,000, (2) that is not part of a Metropolitan Planning Organization, and (3) does not have a public transportation system.

Specific requirements for the Grants Pass Urban Area Transportation Plan are listed below in Table 1-1, along with a description of how this Plan complies with the requirements. A copy of the TPR is included in Appendix A of this plan; this copy includes amendments to the TPR adopted on September 11, 1995.

Table 1-1: Compliance with TPR Requirements

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
|--|---|
| 660-12-015 Preparation and Coordination of a Transportation Systems Plan | |
| <p>(3) Cities and counties shall prepare, adopt and amend local TSP's for lands within their planning jurisdiction in compliance with this division</p> <p>(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP</p> <p>(b) Where the regional TSP or element of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to assure that regional and state transportation needs are accommodated</p> <p>(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans...</p> <p>(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services</p> | <p>Upon adoption by the City of Grants Pass and Josephine County this Transportation Plan will meet the requirements of this section.</p> <p>Local, regional and state transportation plans were reviewed as part of the development process for this transportation plan. (See Appendix G: Summary of Existing Plans and Policies.) The recommendations in this plan are consistent with the plans of other agencies.</p> <p>Upon its adoption, the Transportation Plan will be incorporated as the transportation element of the affected jurisdictions' comprehensive plans.</p> <p>This Plan was coordinated through a Project Management Team that included representatives from the City, County, ODOT, and Rogue Valley Council of Governments. In addition a Transportation Public Advisory Committee was established to help guide the development of the plan. This Committee included representatives of the community, including the current (private) provider of public transit services, and taxi service.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-020 Elements of Transportation Systems Plans | |
| <p>(2) The TSP shall include the following elements:</p> <p>(a) A determination of transportation needs</p> <p>(b) A road plan for a (network) system of arterial and collectors and standards for the layout of local streets and other important non-collector street connections... consistent with ...state and regional TSP's...standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation...new connections to arterial and state highways shall be consistent with designated access management categories...</p> <p>(c) A public transportation plan which: (A) describes public transportation services for the transportation disadvantaged and identifies service inadequacies, (B) describes intercity bus and passenger rail service...(C) for areas within an urban growth boundary which have public transit services, identifies existing and planned transit trunk routes...</p> <p>(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area...</p> | <p>This Plan includes a description of the existing transportation system for the Grants Pass Urban Area in Chapter 2, along with a determination of transportation needs and deficiencies.</p> <p>The Plan includes recommended transportation system improvements and upgrades in Chapter 4, along with the functional classifications for the roadways in the Urban Area, and guidelines for street classification and design.</p> <p>Public transportation is addressed in Chapter 6, along with intercity bus and rail connections, aviation, and pipelines and utilities. Currently public transportation is provided by Rogue Valley Transit, a privately owned and operated entity. They also provide taxi service, and shuttle service to the airport in Medford. Special transportation services for the disadvantaged are provided by the Josephine County Community Services. There does not appear to be a feasible way to finance and implement a public transit system to serve the Grants Pass Urban Area. Consequently the community will have to rely on existing services.</p> <p>The non-motorized element of the plan is included in Chapter 5. This identifies existing and planned improvements for bicyclists and pedestrians.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
|--|--|
| 660-12-020 Elements of Transportation Systems Plans (continued) | |
| <p>(e) An air, rail, water and pipeline transportation plan...</p> <p>(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management.</p> <p>(h) Policies and land use regulations for implementing the TSP...</p> <p>(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program</p> <p>(3) Each element identified in subsection (2)(b)-(d) of this section shall contain</p> <p>(a) an inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition.</p> <p>(b) A system of planned transportation facilities, services and major improvements...functional classifications of planned facilities and services and their planned capacities and levels of service</p> <p>(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the ...improvements may be sited...</p> <p>(d) Identification of the provider of each transportation facility or service</p> | <p>Chapter 7 of the Plan includes the transportation system management and transportation demand management elements of the Plan.</p> <p>Chapter 3 of the Plan includes goals and policies addressing a wide range of topics, including integration of land use and transportation decisions, and implementation of the plan.</p> <p>Chapter 9 includes a financial analysis and strategies for implementing the plan.</p> <p>Chapter 2 of the Plan includes a description of the existing transportation system in the study area, along with information about current operating conditions, an analysis of future travel demand (for 20 years), and the identification of current and future deficiencies.</p> <p>Chapter 4 includes tables and maps describing the planned improvements, and indicating their location, the primary beneficiaries of the improvements, and the primary and secondary funding sources expected to be used for each improvement.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-025. Complying with the Goals in Preparing Transportation System Plans | |
| <p>(1) Except as provided in subsection (3) of this section, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services, and major improvements and their function mode, and general location.</p> <p>(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.</p> <p>(3) A local government or MPO may defer decisions regarding function, general location or mode of a refinement plan...</p> | <p>The goals and policies for the Grants Pass Urban Area Master Transportation Plan were developed to be compatible with those in the Oregon Statewide Plan, as well as local and regional transportation and land use goals and policies. The MTP specifically address statewide goals such as reducing the reliance on private automobiles, encouraging other modes of travel, coordinating among multiple jurisdictions, and integrating land use and transportation decisions.</p> |
| 660-12-030 Determination of Transportation Needs | |
| <p>(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:</p> <ul style="list-style-type: none"> (a) State, regional, and local transportation needs. (b) Needs of the transportation disadvantaged. (c) Needs for movement of goods and services... <p>(2) ...Local governments preparing local TSPs shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSPs.</p> | <p>Chapter 2 of the Plan includes an identification of needs and deficiencies related to congestion and capacity, safety, accessibility and transportation system connectivity, functional classifications and sub standard facility needs, public transportation and special transportation services, non-motorized transportation, aviation, rail, and trucks.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-030 Determination of Transportation Needs (continued) | |
| <p>(3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:</p> <ul style="list-style-type: none"> (a) Population and employment forecasts and distributions which are consistent with the acknowledged comprehensive plan...forecasts and distributions shall be for 20 years... (b) Measures adopted pursuant to 660-12-045 to encourage reduced reliance on the automobile | <p>In preparing the plan land use and transportation documents and plans from state, regional, and local governments were reviewed, and relevant findings were incorporated into interim documents and reports prepared for the MTP.</p> <p>Travel demand forecasts were prepared by the RVCOG for a 20 year planning horizon based on the population and employment forecasts derived from adopted comprehensive plans.</p> |
| 660-12-035 Evaluation and Selection of Transportation System Alternatives | |
| <p>(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:</p> <ul style="list-style-type: none"> (a) Improvements to existing facilities or services (b) New facilities and services, including different modes or combinations of modes... (c) Transportation system management measures; (d) Demand management measures; and | <p>A series of alternatives were developed to respond to the needs and deficiencies identified in Chapter 2. These included a no action alternative, as well as seven different action alternatives. The action alternatives included a mix of improvements to existing facilities and new facilities.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-035 Evaluation and Selection of Transportation System Alternatives (continued) | |
| <p>(e) A no-build alternative...</p> <p>(3) The following standards shall be used to evaluate and select alternatives.</p> <p>(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan.</p> <p>(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality...</p> <p>(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences.</p> <p>(d) the transportation system shall minimize conflicts and facilitate connections between modes of travel.</p> <p>(e) The transportation system shall avoid principal reliance on any one mode of transportation and shall reduce principal reliance on the automobile...</p> <p>(8) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this section.</p> | <p>Chapter 5 includes a list of the evaluation criteria used to evaluate the alternatives. These include criteria such as: Performance (congestion relief, safety, network completion, encouraging other travel modes), Impacts (on the natural and built environments and construction impacts), Financial Considerations (cost effectiveness and funding feasibility), Engineering/Design Feasibility (technical elements, and required structures), and Community Support (compatibility with plans, and degree of community support).</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-040 Transportation Financing Program | |
| <p>(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program</p> <p>(2) A transportation financing program shall include:</p> <ul style="list-style-type: none"> (a) a list of planned transportation facilities and major improvements; (b) A general estimate of the timing for planned transportation facilities and major improvements; (c) Determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP <p>(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms ...the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of ...improvements.</p> | <p>Chapter 8 of the Plan includes a financial strategy and the full report on the financial analysis done for the Plan.</p> <p>Chapter 4 of the Plan includes a table identifying all of the planned improvements, their planning level cost estimates, priority, timing for construction, beneficiaries, and primary and secondary funding sources.</p> <p>Information about current and past funding trends is included in the financial report in Chapter 8, along with forecasts and an assessment of likely future income for transportation purposes.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-040 Transportation Financing Program (continued) | |
| (5) The transportation financing program shall implement comprehensive plan policies which provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities which would cause premature development of urbanizable areas or conversion of rural lands to urban uses. | |
| 660-12-045 Implementation of the Transportation System Plan | |
| <p>(1) Each local government shall amend its land use regulations to implement the TSP.</p> <p>(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulation shall include:</p> <ul style="list-style-type: none"> (a) Access control measures...consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities; (b) Standards to protect future operation of roads, transitways and major transit corridors; (c) Measures to protect public use airports... (d) A process for coordinated review of future land use decisions affecting transportation... | <p>The Transportation Plan will be adopted as an element of the comprehensive plan.</p> <p>Additional local ordinances will be prepared consistent with TPR requirements.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-045 Implementation of the Transportation System Plan (continued) | |
| <p>(e) A process to apply conditions to development proposals to minimize impacts and protect transportation facilities, corridors or sites.</p> <p>(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs and ODOT of: (A) land use applications that require public hearings; (B) Subdivision and partition applications; (C) Other applications which affect private access to roads; and (D) Other applications...which affect airport operations.</p> <p>(g) Regulations assuring the amendments to land use designations are consistent with...the TSP.</p> <p>(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities...to provide for safe and convenient pedestrian, bicycle and vehicular circulation...</p> <p>(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park and ride lots.</p> | <p>The Transportation Plan will be adopted as an element of the comprehensive plan.</p> <p>Additional local ordinances will be prepared consistent with TPR requirements.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-045 Implementation of the Transportation System Plan (continued) | |
| <p>(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new...developments...to adjacent residential areas and transit stops, and to neighborhood activity centers...</p> <p>(c) Where off site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors.</p> <p>(6) In developing a bicycle and pedestrian circulation plan...local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas...</p> <p>(7) Local government shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility...consider and reduce excessive standards for local streets...to reduce the cost...provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation...</p> | <p>The Transportation Plan will be adopted as an element of the comprehensive plan.</p> <p>Additional local ordinances will be prepared consistent with TPR requirements.</p> |

| TPR Requirements/Recommendations | Grants Pass Urban Area MTP Compliance |
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| 660-12-050 Transportation Project Development | |
| (2) Regional TSPs shall provide for coordinated project development among affected local governments... | Policies in Chapter 3 address interagency coordination in planning and implementing transportation improvements |
| 660-12-055 Timing of Adoption and Update of Transportation System Plan; Exemptions | |
| (2) for areas outside an MPO, cities and counties shall complete and adopt regional and local TSPs and implementing measures by May 8, 1997. | Adopted on December 3, 1997. |
| (3) Within two years of adoption of this rule affected cities and counties shall, for urban areas of 25,000 or more, adopt land use and subdivision ordinances or amendments... | Additional ordinances and subdivision amendments will be developed following adoption of the transportation plan. |
| (4)(b) Affected cities and counties that do not have acknowledged plans and land use regulations (that comply with this rule as of April 12,1995) shall apply relevant sections of this rule to land use decisions.... | |
| (5) Cities and counties shall update their TSPs and implementing measures as necessary to comply with this division at each periodic review subsequent to initial compliance with this division... | The policies in Chapter 3 include provisions to update the transportation plan on a regular basis. |
| 660-12-060 Plan and Land Use Regulation Amendments | |
| (1) Amendments to functional plans, acknowledged comprehensive plans, and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and level of service of the facility... | The Master Transportation Plan will be incorporated into the Comprehensive Plan for Grants Pass, and appropriate revisions will be made to the Josephine County Plan, as well as other local planning documents and regulations. |